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Info Bankok, Manila
on Route Message.

REF, COLOR 9099

WARM SAC Takhli
INFO { BANKOK MANILA

1. Revised Route for recovery of Article 131 is as follows: Takhli direct ARCP #1 (12°38'N—101°37'E) direct (10°00'N—103°00'E) direct (10°02'N—103°54'E) direct (10°04'N—105°09'E) direct (10°49'N—106°39'E) direct (10°55'N—108°06'E) direct ARCP #2 (11°41'N—111°00'E) direct (13°06'N—117°00'E) direct ARCP #3 (17°00'N—119°40'E) direct (18°25'N—120°40'E) direct (24°45N—125°20'E) direct Kadena

2. Ref Color 9099. Para 3 and 5 remain unchanged.

25 YEAR RE-REVIEW

3. Article will take 5000# offload at ARCP #1 to check Air Refueling System. Takhli will be used as Primary Mission R/R Alternate.

4. Article will depart Takhli with one tanker, this tanker will act as mother ship and will fly entire route with Article. Two tankers from Kadena will join call at ARCP #2 and will proceed to Kadena with Article and Mother ship.

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106
163
197
134
90
690
40
650

105
81
24

28
55
85

45
55
100

70,000
55,000

83,800
55,000
28 800

192
112
304
206
510
5465
975

93
55
38

213
87
165
465

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to CP

Form
106
5800#

58
50
108
6

10242.0,

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Recovery Route #1 (South)

1. TAKHLI

2. ARCP #1 12°38'N 101°37'E

3. 10°00'N 103°00'E

4. 10°02'N 103°54'E

5. 10°04'N 105°09'E

6. 10°49'N 106°39'E

7. 10°55'N 108°06'E

8. ARCP #2 11°41'N 111°00'E

9. 13°06'N 117°00'E

10. ARCP #3 17°00'N 11[illegible]°10'E

12. 18°25'N 120°40'E

13. 23°00'N 124°00'E

14. 24°45'N 125°20'E

15. KADENA

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70767 2) 10z

ZCZC667

040/081936Z

BT

XXXXX

[redacted] 364

24537

25X1

T O P S E C R E T 071922Z CITE [redacted] 1214

25X1

PRIORITY [redacted]

25X1

OXCART/BLACKSHIELD

[redacted]

25X1

SUBJECT: IDENTITY OF TAKHLI RECOVERY ROUTES.

1. TO ELIMINATE POSSIBLE CONFUSION CONCERNING WHICH ROUTE IS TO BE FLOWN UPON RECOVERY OF ARTICLE 13 TAKHLI TO KADENA. PROJ HQS DESIRES ROUTES REQUESTED BY DTF IN INDICATED REF BE IDENTIFIED AS FOLLOWS:

A. TAKHLI RECOVERY NUMBER ONE.

(1) LOW/SLOW/BUDDY (SOUTH ROUTE).

(2) REFERENCES: [redacted]

25X1

(REVISED BY HY-2 TELECON [redacted]

25X1

[redacted]

25X1

(3) FLT PLAN TRANSMITTED [redacted] 1004

25X1

DATA LINK, [redacted] 0966, AND [redacted] KW-26

25X1

TELETYPE, [redacted] 1187.

25X1

(4) [redacted] 9136, ADDED COORDINATES NOT PREVIOUSLY KNOWN (10-04N; 105-09E AND 18-25N; 120-40E). THESE COORDINATES NOT INCLUDED IN TRANSMITTED FLIGHT PLAN. WILL BE INCLUDED IN NEXT TRANSMISSION, IF REQUIRED. PLS ADVISE.

25X1

B. TAKHLI RECOVERY NUMBER TWO.

(1) LOW/SLOW/BUDDY (NORTH ROUTE).

(2) REFERENCES: [redacted]

25X1

(3) FLIGHT PLAN TRANSMITTED [redacted] 1004

25X1

DATA LINK, [redacted] 0967 AND [redacted] KW26

25X1

TELETYPE, ADIC 1208.

C. TAKHLI RECOVERY NUMBER THREE.

(1) [redacted]

(2) REFERENCE: [redacted] 9145

25X1

(3) FLIGHT PLAN TRANSMITTED ONLY [redacted] 0967.

25X1

Answered

2. FUTURE REFERENCE TO ROUTES ACCORDING TO ABOVE.

PLS ACKNOWLEDGE RECEIPT AND UNDERSTANDING.

DCOM

T O P S E C R E T

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T O P S E C R E T 070220Z CITE [redacted] 9135 7360

25X1

[redacted] TAKHLI INFO [redacted]

25X1

[redacted] OXCART OPS

25X1

NON 519

REF: [redacted] 9099

25X1

1. ALTERNATE ROUTE FOR RECOVERY OF ARTICLE 131 WILL BE FROM TAKHLI DIRECT KORAT TACAN DIRECT UBON TACAN, DIRECT DA NANG TACAN, DIRECT (1535N - 11028E) DIRECT ARCP (1602N-11200E) DIRECT EAR (1640N - 11400E) DIRECT (1924N - 11612E) DIRECT (2156N - 12050E) DIRECT KADENA.

2. ARTICLE WILL HAVE AN AIR REFUELING SYSTEM CHECK PRIOR TO UBON TACAN ONLOADING 5,000 LBS OF FUEL. DRIVER WILL HAVE OPTION OF TAKING FUEL WHENEVER NEEDED BETWEEN EAR POINT AND KADENA.

3. TAKHLI WILL BE PRIMARY MISSED AR ALTERNATE.

T O P S E C R E T

BT

Rep by 9136

NNNN

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		ARCP :COORD)	TRUE COURSE PRIOR	TRUE COURSE AFTER	ARCT :ZULU)	ON-LOAD :POUNDS)	MOR TO CONTINUE	AT GRD	MISSED AR DIST-	ALTERNATE/DESTINATION- AIR DIST-	FUEL RMNG
056											
057											
058	AR-RTE A	1238N	154	154	125Z	7784	-4819		413	416	32954
059		10137E									
058	AR-RTE B	1141N	75	77	253Z	26483	10260		804	826	20449
061		11100E									
058	AR-RTE C	1700N	34	34	415Z	22867	3234		707	708	23809
063		11940E									
064	RTE D								608	574	27136

****** T O P S E C R E T ******

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****** T O P S E C R E T ******

MISSION IDENT NOX519

-FLIGHT DATA FOR INS PACKAGE-

DESTINATION	INPUT	
00	E01516Q04066L	E10018Q04067L
01	E01238Q04166L	E10137Q04167L
02	E01200Q04071L	E10200Q04072L
03	E01000Q04171L	E10300Q04172L
04	E01002Q04074L	E10354Q04075L
05	E01049Q04174L	E10639Q04175L
06	E01055Q04077L	E10806Q04000L
07	E01141Q04177L	E11100Q04100L
08	E01212Q04002L	E11300Q04003L
09	E01306Q04102L	E11700Q04103L
10	E01700Q04005L	E11940Q04006L
11	E01840Q04105L	E12050Q04106L
12	E02622Q04010L	E12748Q04011L
13	Q4110L	Q4111L
14	Q4013L	Q4014L
15	Q4113L	Q4114L
16	Q4016L	Q4017L
17	Q4116L	Q4117L
18	Q4021L	Q4022L
19	Q4121L	Q4122L
20	Q4024L	Q4025L
21	Q4124L	Q4125L
22	Q4027L	Q4030L
23	Q4127L	Q4130L
24	Q4032L	Q4033L
25	Q4132L	Q4133L
26	Q4035L	Q4036L
27	E01516Q04135L	E10017Q04136L
28	E01200Q04040L	E10914Q04041L
29	E01049Q04140L	E10639Q04141L
30	E01510Q04043L	E12033Q04044L
31	Q4143L	Q4144L
32	Q4046L	Q4047L
33	Q4146L	Q4147L
34	Q4051L	Q4052L
35	Q4151L	Q4152L
36	Q4054L	Q4055L
37	Q4154L	Q4155L
38	Q4057L	Q4060L
39	Q4157L	Q4160L
40	Q4062L	Q4063L
41	Q4162L	Q4163L

****** T O P S E C R E T ******

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ZNR HEXRUL 0220ZZCTCA0111VV 0JR473 IA059VV IVA095

DO RUNTAH

TE RUBY 071 0791325

ZNY XXXXX

O 062309Z 7

TT

XXXXX

TO BE PROCESSED BY SPECIAL DESIGNEES ONLY

TAKHLI DEP

T O P S E C R E T 062309Z CITE [redacted] 1187

SECTION ONE OF FOUR

IMMEDIATE TAKHLI

[redacted] BLACK SHIELD

[redacted]

1. ADVISE

2. RECOVERY ROUTE TO KADENA FOLLOWS.

3. PLEASE ACKNOWLEDGE RECEIPT.

25X1

25X1

25X1

25X1

T O P S E C R E T

MISSION IDENT NOK519

COMPUTER RUN IDENT

COMPUTER RUN DATE 6 OCT 67

TAKE-OFF DATE 6 OCT 67

NEW-ZULU START TIME 1 30 0 MIN ZULU

TRUE HEADING DATA 3.0 DEGREES EAST

TAKE-OFF WEIGHT 135700 LBS

00 DEPARTURE PT 15164 108182

RECOVERY FROM BAN TAKHLI

THIS IS A NOK 519 MESSAGE.

THIS IS RECOVERY FLIGHT PLAN REFLECTING BUDDY TANKER

	RLSG	END	SEGMENT	FC	TC	WIND	DFT	ALT	MACH	PC	HEAD	TAS	GMT
		LAT	LONG			DIR/VEL	CON		AB			SPD	
	AA01	1636.5N	10938.8E	CL	154	126/031	-02	152	-31	280/295	0.80	0 316	345
01/	AC01	1817.2N	10815.8E	AR	145	130/029	-02	152	-27	280/295	0.80	0 311	449
	AC01	1817.2N	10815.8E	AR	145	130/029	-02	152	-27	280/295	0.80	0 311	461
	XA01	1653.3N	10821.8E	CC	333	130/029	PDI	334	-27	323/356	0.85	182 316	519
	XB01	1516.7N	10917.9E	DA	333	130/029	PDI	334	-27	323/356	0.85	182 316	545
	AU01	1238.2N	10920.2E	AR	109	130/029	-02	152	-27	280/295	0.80	0 311	489
	BA01	1200.9N	10853.3E	CR	154	126/032	-02	152	-27	280/295	0.77	0 299	472
02	INS TURN POINT	1332.0N	10730.2E	ROLL IN		126/032		152	-26	280/297	0.77	0 299	472
	BA02	1339.1N	10804.1E	CR	308	126/032		152	-26	280/297	0.77	0 302	471
	BB01	1402.0N	10952.5E	CR	033	126/032	PDI	152	-26	280/297	0.77	0 303	471
03	INS TURN POINT	1802.0N	10954.2E	ROLL IN		217/027		152	-26	280/297	0.77	0 303	471
04	BB02	1802.2N	10954.5E	CR	274	134/022		152	-26	280/297	0.77	0 300	471
	BC01	1949.9N	10837.3E	CR	274	134/022	PDI	152	-26	284/297	0.77	0 300	471
05	INS TURN POINT	1912.0N	10639.0E	ROLL IN		134/022		152	-26	280/297	0.77	0 300	471
	BC02	1949.0N	10638.3E	CR	086	134/022	PDI	152	-26	280/297	0.77	0 300	471
06	031 INS TURN POINT	1855.0N	10838.0E	ROLL IN	8.5	134/022		150	887	426	280/297	0.77	0 300	471

ADDED 10-04N 105-09E

T O P S E C R E T 062309Z CITE [redacted] 1187

SECTION TWO OF FOUR

[redacted] BLACK SHIELD

344 OF

	RLSG	END	SEGMENT	FC	TC	WIND	DFT	ALT	MACH	PC	HEAD	TAS	GMT
		LAT	LONG			DIR/VEL	CON		AB			SPD	
	BD02	1655.1N	10805.2E	CR	274	134/022		152	-26	280/297	0.77	0 299	471
07/	BE01	1741.2N	11123.0E	CR	075	134/022		152	-26	280/297	0.77	0 297	471
	BF01	1752.2N	11141.3E	AR	072	134/022		152	-27	280/297	0.81	0 310	490
	XA01	1757.5N	10943.5E	CC	273	134/022		152	-27	339/333	0.85	182 337	520
	XB01	1734.3N	10914.2E	DA	273	134/022		152	-27	339/333	0.85	182 337	520
	YA01	1749.3N	10747.9E	CC	292	134/022	PDI	152	-27	339/333	0.85	182 336	520
	YB01	1749.3N	10619.2E	DS	259	134/022		152	-27	339/333	0.85	182 336	520
08	BG01	1812.8N	11132.8E	AR	076	134/022		152	-26	280/296	0.80	0 310	490
	OA01	1245.3N	11017.6E	CR	07	161/022		152	-27	280/296	0.77	0 300	472
09	INS TURN POINT	1326.0N	11703.2E	ROLL IN		161/022		152	-27	280/296	0.77	0 300	472
	CB02	1537.9N	11703.3E	CR	253	161/022		152	-27	284/296	0.77	0 300	472
10/	CB21	1703.7N	11940.8E	DR	034	355/021		152	-27	284/296	0.77	0 301	473
	CC01	1721.8N	11940.8E	AR	033	355/021		152	-27	284/296	0.80	0 313	490
	XA01	1525.4N	11917.8E	DC	163	355/021		152	-27	354/375	0.85	182 349	520
	XB01	1313.8N	12033.2E	DS	149	355/021		152	-27	330/310	0.78	0 343	537
11	CD01	1840.8N	11758.8E	AR	034	284/022		152	-27	280/295	0.78	0 310	491
	DA01	2048.8N	11935.5E	CR	034	284/022		152	-27	280/295	0.77	0 299	470
12	DA02	2048.8N	11935.5E	CR	034	284/022		152	-27	284/294	0.77	0 299	470
	DB01	2048.8N	11759.5E	CR	034	284/022		152	-27	283/295	0.77	0 299	472
13	DC01	2229.8N	11748.1E	DC	092	251/026		152	-33	247/310	0.79	0 310	543

T O P S E C R E T

T O P S E C R E T

	RLSG	END	SEGMENT	FC	TC	WIND	DFT	ALT	MACH	PC	HEAD	TAS	GMT
		LAT	LONG			DIR/VEL	CON		AB			SPD	
	AA01	1636.5N	10938.8E	CL	154	126/031	-02	152	-31	280/295	0.80	0 316	345
	AC01	1817.2N	10815.8E	AR	145	130/029	-02	152	-27	280/295	0.80	0 311	449
	AC01	1817.2N	10815.8E	AR	145	130/029	-02	152	-27	280/295	0.80	0 311	461
	XA01	1653.3N	10821.8E	CC	333	130/029	PDI	334	-27	323/356	0.85	182 316	519
	XB01	1516.7N	10917.9E	DA	333	130/029	PDI	334	-27	323/356	0.85	182 316	545
	AU01	1238.2N	10920.2E	AR	109	130/029	-02	152	-27	280/295	0.80	0 311	489
	BA01	1200.9N	10853.3E	CR	154	126/032	-02	152	-27	280/295	0.77	0 299	472
02	INS TURN POINT	1332.0N	10730.2E	ROLL IN		126/032		152	-26	280/297	0.77	0 299	472
	BA02	1339.1N	10804.1E	CR	308	126/032		152	-26	280/297	0.77	0 302	471
	BB01	1402.0N	10952.5E	CR	033	126/032	PDI	152	-26	280/297	0.77	0 303	471
03	INS TURN POINT	1802.0N	10954.2E	ROLL IN		217/027		152	-26	280/297	0.77	0 303	471
04	BB02	1802.2N	10954.5E	CR	274	134/022		152	-26	280/297	0.77	0 300	471
	BC01	1949.9N	10837.3E	CR	274	134/022	PDI	152	-26	284/297	0.77	0 300	471
05	INS TURN POINT	1912.0N	10639.0E	ROLL IN		134/022		152	-26	280/297	0.77	0 300	471
	BC02	1949.0N	10638.3E	CR	086	134/022	PDI	152	-26	280/297	0.77	0 300	471
06	031 INS TURN POINT	1855.0N	10838.0E	ROLL IN	8.5	134/022		150	887	426	280/297	0.77	0 300	471

T O P S E C R E T

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